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SPECIAL MEETING OF THE

TRANSPORTATION AND COMMUNICATIONS COMMITTEE

PLEASE NOTE CHANGE IN DATE & TIME

**Friday, April 11, 2008
12:00 p.m. – 2:00 p.m.**

**SCAG Offices
818 West 7th Street, 12th Floor
San Bernardino Conference Room
Los Angeles, CA 90017
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov

Meeting to be video-conferenced from the following location:

**SCAG Riverside Office
3800 Lime Street, Ste 216
Riverside, CA**

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

Transportation and Communications Committee Membership

April 2008

Wapner, Alan - Chair
Ten, Mike - Vice Chair

Ontario
South Pasadena

Member

Adams, Steve
Aldinger, Jim
Ayala, Luis
Baldwin, Harry
Beauman, John
Becerra, Glen
Bishop, Joel
Bone, Lou
Brown, Art
Buckley, Thomas
Burke, Yvonne
Carroll, Stan
Chastain, Kelly
Chlebnik, John
Dale, Lawrence
Daniels, Gene
Diels, Steve
Dixon, Richard
Dunlap, Judy
Edgar, Troy
Flickinger, Bonnie
Gabelich, Rae
Garcia, Lee Ann
Glaab, Paul
Glancy, Thomas
Green, Cathy
Gross, Carol
Gurule, Frank
Hack, Bert
Hahn, Janice
Hernandez, Robert
Kelley, Trish
Leon, Paul
Lowe, Robin
Lowenthal, Bonnie
Martinez, Sharon
Masiel, Andy
McLean, Marsha
Messina, Barbara
Millhouse, Keith
Mills, Leroy
Nuaimi, Mark
O'Connor, Pam
Ovitt, Gary
Parks, Bernard
Pettis, Gregory
Quirk, Sharon
Reavis, Gail
Roberts, Ron
Rutherford, Mark
Smith, Greig
Spence, David
Stone, Jeffrey
Sykes, Tom
Wilson, Michael

Representing

Riverside, WRCOG
Manhattan Beach
San Gabriel Valley COG
San Gabriel
Brea
Simi Valley
Dana Point
Tustin
OCTA
Lake Elsinore
Los Angeles County
La Habra Heights
SANBAG
WRCOG
Barstow
Paramount
Redondo Beach
Lake Forest
Inglewood
Los Alamitos
Moreno Valley
Long Beach
Grand Terrace
Laguna Niguel
VCOG
OCCOG
Culver City
Cudahy
Orange County COG
City of Los Angeles
Anaheim
Mission Viejo
SANBAG
RCTC
Gateway Cities COG
San Gabriel Valley COG
Pechanga Band of Luiseno Indians
North Los Angeles County
Alhambra
VCTC
Orange County COG
SANBAG
Santa Monica
San Bernardino County
Los Angeles
Cathedral City
Fullerton
Mission Viejo
Temecula
Las Virgenes/Malibu COG
Los Angeles
La Canada Flintridge
County of Riverside
Walnut
CVAG

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

APRIL 11, 2008

TIME PG#

1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE**
(Alan Wapner, Chair)

2.0 **PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Transportation and Communications Committee, must fill out and present a speaker's card to the Sr. Administrative Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chairman may limit the total time for all comments to twenty minutes.

The Transportation and Communications Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

3.0 **REVIEW AND PRIORITIZE AGENDA ITEMS**

4.0 **CONSENT CALENDAR**

Attachments will be available at www.scag.ca.gov/committees/tcc.htm 24 hrs. prior to the meeting.

4.1 **Approval Items**

4.1.1 Minutes of March 19, 2008 Meeting

4.1.2 Minutes of April 3, 2008 Meeting

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

APRIL 11, 2008

TIME PG#

5.0 ACTION ITEMS

Attachments will be available at www.scag.ca.gov/committees/tcc.htm
24 hrs. prior to the meeting.

5.1 2008 Regional Transportation Plan (Hon. Alan Wapner)

90 minutes

Continue the committee discussion
on the Final 2008 RTP from the
April 3, 2008 meeting. Specifically,
consider the following actions:

a) Proposed Platinum Triangle-
Anaheim Resort Connector in
Orange County.

Recommended Action:

Recommend inclusion of the Anaheim
Connector into the Strategic Plan.

b) CETAP Corridor B connecting Riverside
with Orange County

Recommended Action:

Recommend inclusion of the CETAP Corridor B
as Preliminary Engineering/EIR only in the
Constrained Plan and move the construction/ROW
to the Strategic Plan.

c) Orangeline System connecting South Orange
County with North Los Angeles County with
Maglev High Speed Rail.

Recommended Action:

Recommend any revision based on staff analysis as
to whether Orangeline meets federal requirements
for inclusion in the Fiscally Constrained Final RTP.

d) Other projects as directed by TCC.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

APRIL 11, 2008

	<i>TIME</i>	<i>PG#</i>
5.0 <u>ACTION ITEMS continued</u>		

Attachments will be available at www.scag.ca.gov/committees/tcc.htm
24 hrs. prior to the meeting.

5.2 <u>Adoption of the 2008 RTP</u>	5 minutes
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Recommend Action: Recommend that the Regional Council adopt the 2008 RTP with the proposed revisions per Action Item 5.1 and approve consistency amendment to the 2006 Regional Transportation Improvement Program (RTIP) to align it with the adopted RTP.

6.0 ADJOURNMENT

The next meeting of the Transportation & Communications Committee is scheduled for Thursday, May 8, 2008, at the Ontario Convention Center.

Transportation and Communications Committee
of the
Southern California Association of Governments
March 19, 2008

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Alan Wapner, Chair. There was not a quorum.

Members Present

Baldwin, Harry	San Gabriel
Bone, Lou	Tustin
Carroll, Stan	La Habra Heights
Chlebnik, John	WRCOG
Daniels, Gene	Paramount
Diels, Steve	Redondo Beach
Dixon, Richard	Lake Forest
Dunlap, Judy	Inglewood
Edgar, Troy	Los Alamitos
Glaab, Paul	City of Laguna Niguel
Green, Cathy	OCCOG
Gross, Carol	Culver City
Gurule, Frank	Cudahy
Hahn, Janice	City of Los Angeles
Leon, Paul	SANBAG
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
O'Connor, Pam	Santa Monica
Ten, Mike – Vice Chair	South Pasadena
Wapner, Alan – Chair	Ontario

Members Not Present

Aldinger, Jim	Manhattan Beach
Ayala, Luis	SGVCOG
Bauman, John	Brea
Becerra, Glen	Simi Valley
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Burke, Yvonne	Los Angeles County
Chastain, Kelly	SANBAG
Dale, Lawrence	Barstow
Flickinger, Bonnie	Moreno Valley

Members Not Present (cont.)

Gabelich, Rae	Long Beach
Garcia, Lee Ann	Grand Terrace
Glancy, Thomas	VCOG
Hack, Bert	TCA
Hernandez, Robert	Anaheim
Kelley, Trish	Mission Viejo
Lowe, Robin	Hemet/ RCTC
Lowenthal, Bonnie	Long Beach
Martinez, Sharon	SGVCOG
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
Millhouse, Keith	Moorpark
Mills, Leroy	Cypress
Nuaimi, Mark	SANBAG
Ovitt, Gary	San Bernardino County
Parks, Bernard	Los Angeles
Pettis, Gregory	Cathedral City
Quirk, Sharon	Fullerton
Roberts, Ron	Temecula
Rutherford, Mark	Las Virgenes/Malibu COG
Smith, Greig	Los Angeles
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County
Sykes, Tom	Walnut
Wilson, Michael	CVAG

Via Video-Conference

Adams, Steve	Riverside, WRCOG
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New Members Present

Voting Members, Non Elected Officials

Nguyen, Lam	Caltrans
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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Hon. Alan Wapner, Chair, called the meeting to order at 9:15 a.m.

2.0 PUBLIC COMMENT PERIOD

There were eight public comments related to the Draft 2008 RTP. Most of the comments were related to the Orangeline in general support of the project. Public comment in support of the Orangeline was given by:

Hon. Kirk Cartozian, City of Downey
Hon. Scott Larsen, Mayor, City of Bellflower
Yvette Abich, General Counsel, Orangeline Development Authority
Hon. Tony Lima, City of Artesia
Kia Mortazavi, Director of Strategic Planning, Orange County Transportation Authority
Daryl Hofmeyer, City of Paramount

Mr. David Liu, City of Diamond Bar, addressed the TCC regarding the adoption of the RTP in early April. He stated that this would put Diamond Bar in an awkward position of not having sufficient time to have a meaningful dialogue with SCAG representatives regarding Diamond Bar's concerns regarding Dedicated Truck Lanes on the I-710 for Clean Technology Trucks. It is Diamond Bar's opinion that the RTP has two fundamental flaws as it relates to the Dedicated Truck Lanes.

First, the RTP identifies a project to install Dedicated Truck Lanes on SR-60. This is a premature recommendation, given that SCAG is about to undertake a Comprehensive Goods Movement Study to investigate the best means to facilitate freight movement. A current study (MCGMAP) by MTA lacked sufficient technical depth to support the idea of Dedicated Truck Lanes on the SR-60.

Second, the RTP identifies a near-term project to construct Dedicated Truck Lanes on I-710. This project is planned to terminate at SR-60, which would push more truck traffic into the SR-60 Corridor – without any corresponding improvements.

The City of Diamond Bar has two requests for the TCC and SCAG's Regional Council:

- Remove the SR-60 Dedicated Truck Lanes Project from the RTP. If the pending study finds that this project has merit, it can be amended into the Plan or added in the next update of the RTP. Given that the project is a long-term concept, there would be no impact from forestalling its inclusion in the RTP.
- Change the terminus of the I-710 Dedicated Truck Lane Project to either end well short of SR-60 or continue past SR-60. Either of these options would remove pressure on SR-60 as the defacto truck corridor.

3.0 INFORMATION ITEMS

3.1 Update on the 2008 Draft RTP

Hasan Ikhata, SCAG Executive Director, informed the TCC that SCAG has assumed that the EPA would be providing \$2 billion dollars to the transportation budget. The EPA has yet to commit the funds.

Jonathan Nadler, SCAG, clarified for the committee that the transportation emission budgets that are used for conformity are for on-road sources. When staff is referring to rail and other sources, it has nothing to do with the regional emissions analysis. Within the Air Plan which was submitted to the US Environmental Protection Agency by the State, there is an assumption that up to 10 tons will be achieved from federal sources, specifically locomotives, by the Federal Government.

Hon. Janice Hahn, County of Los Angeles, stated that it needs to be clear that the region is looking to other alternatives to trucks, whether it be High-Speed Regional Transport (RSRT) or other zero emissions way to move the cargo up

and down I-710. There is a need for it to be clear that the MTA, the Ports, Caltrans, and SCAG, in its 710 EIR study, is looking at alternatives to trucks. If the Southern California International Gateway (SCIG) *Near Dock Inter-Modal Facility* is going to be included in the RTP, Wilmington residents as well as Long Beach residents have some serious concerns in terms of the SCIG being located very close to schools and residential areas. While the SCIG may take trucks off the freeway, the region needs to look at where the trucks are routed when traveling in and out of the SCIG. If the TCC is going to include the SCIG in the RTP, Hon. Janice Hahn requested that the communities' voices and comments be reflected since the SCIG is going through a process and not a project yet.

Mr. Ikhrata stated that in regard to the City of Diamond Bar's public comment that the SR-60 Dedicated Truck Lanes for Clean Technology Trucks, which is now being called a Clean Technology Corridor, is not in the Constrained Plan. Both the SR-60 and the I-15 portions are in the Strategic Plan. The only project in the Constrained Plan is the I-710 from the Ports. The projects contained in the Plan are Inter-Modal Facility assumptions; it does not mean necessarily the SCIG. The Inter-Modal Facility assumptions will allow the studies, applications, and environmental reviews to move forward. There was an issue that was raised by the Federal Agencies, which was that any private investment had to be in the RTP for it to move forward. Staff wanted to make sure that no private or public entity was denied the opportunity to move their project forward.

Hon. Alan Wapner informed the TCC that there were some public comments about whether the RTP's Passenger and Goods Movement HRST make sense. SCAG has received unsolicited proposals showing there is private interest in funding the HRST project and it is important that it be integrated between goods and passenger movement. The Initial Operating Segment (IOS) is extended in the RTP from San Bernardino to West L.A. (LAX) and from Ontario to Anaheim.

Hon. Alan Wapner moved on to discussion of the Orangeline. Previously the Orangeline was taken out of the RTP and placed in the Strategic Plan based on two premises: 1) the TCC felt that the Orangeline was more a transit plan than a high-speed rail plan, and 2) the TCC did not feel that the Orangeline met financial constraint. The Orangeline Development Authority (OLDA) came forward to the TCC and presented documentation showing the project did meet financial constraint and because of the extension into the high-desert, it was indeed a high-speed rail plan. With that, there was a motion made by the TCC to put the Orangeline back into the RTP Constrained Plan with the caveat that all the documentation that was required by SCAG be submitted by a specific date. Since that date, there have been a couple of occurrences: 1) OCTA has taken some action, and 2) there has been some concerns as to whether the Business Plan now works, considering that the right-of-way is either not going to be available, and if it is going to be available for free. At the April 3rd meeting of the TCC, the Committee will take an action as to whether to take the Orangeline out of the Constrained Plan and put it in the Strategic Plan.

Mr. Ikhrata stated that at this time SCAG does not feel the Orangeline meets financial constraint given the the OLDA has not submitted a Business Plan that contains the cost of the right-of-way, or an alternative right-of-way. There has been a change in federal rules which allow the Orangeline to be put in the RTP as a study. Gateway Cities COG, which most of the Orangeline cities belong to, and the City Manager Association took an action on the project. Their action was limited to conducting studies of a high-speed alternative on the Orangeline. OCTA has informed SCAG that the right-of-way is not available for use by the Orangeline. The MTA has not communicated their position on right-of-way availability within L.A. County, one way or the other. At this time I do not believe that it is in the best interest of the region to put the Orangeline in the Constrained RTP.

Hon. Gene Daniels, Paramount, stated that he was concerned about the counties and individuals who are opposed to the Orangeline project because of their personal/political agendas. The best way to review the necessity of the Orangeline is to join together, as a region, to move people. If the region does not come together and use common sense, and have a common goal, twenty-five years from now the region will still be in the same position looking for a way to move people.

Hon. John Chlebnik, WRCOG, stated that one of today's public comment speakers in support of the Orangeline has said that even without the right-of-way from OCTA, the fiscal constraints were met. Mr. Chlebnik said that if they could show that the requirements have been met, despite OCTA's actions, the project should stay in the RTP.

Hon. Frank Gurule, Cudahy, stated that the City of Cudahy, a member city of the JPA, is in support of the Orangeline because of the development it will bring into the region.

Hon. Troy Edgar, Los Alamitos, expressed that the way the TCC, as a body, deals with issues is an interesting process. When there is an issue such as the Orangeline, and there is a stakeholder group, it tests the group at the executive level with the Director and whether on a parity level, we treat each city fairly. At the leadership level of this council, and potentially above SCAG's leadership, how does the TCC adjudicate a process and try to be fair within the region. Within this council, do we listen to everyone's point of view and not let politics get in the way of our decision making? This body needs to stick to the facts. The Orangeline Business Plan, and the cost of the right-of-way, has been evaluated by legal staff of both SCAG and the OLDA. Through this process the TCC is now looking at the data once again, and coming to a different conclusion. The data in the Orangeline Business Plan is the same data that is contained in the IOS. This makes two agencies going down the same path and this body has made two different decisions, which are inconsistent. The Gateway Cities COG recommendation does mention the Orangeline. It talks about the Orangeline as a study, with a potential recommendation that maybe the PE right-of-way be evaluated as a study, and the Orangeline as an example. There are fourteen cities,

thirteen of which are in Los Angeles, that do not appreciate Orange County stepping in and saying that Orange County is going to take control of your destiny. The Orangeline has been in the Constrained RTP since 2004; this project has been a long process. Politics need to be put aside with the decision process and there needs to be room for compromise at every point.

Hon. Barbara Messina, Alhambra, stated the TCC members needed to use common sense with their decision on the Orangeline. The purpose of the member cities of SCAG is to move people across the region. Politics should not stand in the way of what is the right thing to do.

Hon. Paul Glaab, Laguna Niguel, stated that the Orangeline Financial Plan relies on \$200 million in public funds for environmental work. It is premature to include any project in the Pacific Electric Corridor in the Constrained 2008 RTP. The use of the PE right-of-way is currently being studied jointly by both OCTA and Metro. Per FHWA guidelines, the OLDA can continue planning studies even if the project is not listed in the Constrained RTP. Being listed in the Strategic Plan will not put the project at risk. For this reason, I feel that the project should be put into the Strategic Plan.

Hon. Marsha McLean, North Los Angeles County, stated that she was very active in the League of California Cities and served on many boards and transportation committees. She expressed concern with the fact that because of political agendas, there is misinformation being spread to the individuals who want to look to the future and come up with a vision for how to move people across the region in the next 25-50 years. It pretty much is one individual in particular who is spreading this misinformation, and it is unfortunate. The fourteen cities that are not in Orange County, but in L.A. County, are working very hard in order to make something happen that will benefit every single person in this region. Environmental concerns and zero emissions are critical to the RTP. Here is a plan with fourteen cities, with hundreds of thousands in population, working hard to make this happen for all of us. And, there is a very small group of people working against the good of the region. For example, when I first became a member of the TCC at my orientation meeting, a question was asked of staff about Maglev. Staff's response was that the Orangeline is never going to work. This is bias. The Executive Director of this agency needs to be objective and not have a pre-ordained idea of what will, or will not happen, in the future. The facts need to speak for themselves.

Hon. Marsha McLean stated that she would like to ask the Executive Director of the OLDA if the milestones that were completed are considered a Business Plan. And, can the Orangeline work without Orange County's participation?

Hon. Marsha McLean stated that the City of Santa Clarita was growing, with a population currently at 180,000, and is projected to be double that within the next 10-20 years. Santa Clarita is proposing to have a Maglev station in Santa Clarita and has set aside the potential rights-of-way, as has the other fourteen cities. I cannot sit on this committee, which is supposed to be looking at the whole region,

and allow a few individuals to dictate to Santa Clarita what is going to happen for its future.

Hon. Cathy Green, OCCOG, stated that Los Alamitos no longer belongs to the JPA. Santa Clarita may not want it self to be dictated what to do, but neither does OCTA want to be dictated on its right-of-way, that the Pacific Electric right-of-way be given away. OCTA has Go-Local Programs that are looking at that use. Orange County already has uses in its Plan. We have given cities \$100,000, in the first step of five funding processes, to study the right-of-way.

Hon. Carol Gross, Culver City, stated that in terms of this body she felt uncomfortable and was concerned when the committee starts getting into personalities and accusations. The members of the TCC should just be looking at the facts, and whether the requirements are complied with, and not get into who's who and personal agendas. This body should be addressing the issue, not the individuals.

Hon. Alan Wapner pointed out to the TCC that during the Draft 2008 RTP process, SCAG's Executive Director and staff had remained objective throughout the process. Chair Wapner also reminded the committee that its decisions are a recommendation to the Regional Council and that the Regional Council will have the opportunity to do what it wants with the RTP.

Hon. Marsha McLean stated that she wanted the members of the TCC, regardless of which side of the issue you are on to, stick to the facts and not spread misinformation. Hon. Marsha McLean once again stated that she wanted to find out from the Executive Director of the OLDA whether Orange County needs to be a part of this process. She requested that Orange County be left to whatever they want to do that the members of the TCC do not disparage a whole project just because you do not like it.

Hon. Steve Diels, Redondo Beach, inquired of staff if the Orangeline did, or did not, meet the objective requirements to be in the RTP? What are the implications of whether this project remains in the RTP or ends up in the Strategic Plan. With regard to the public rights-of-way, this region's cities will always be dealing with competing priorities for limited resources?

Hon. Alan Wapner inquired of the Hon. Marsha McLean if she was inclined to want to change the corridor to have it run entirely through Los Angeles and not extend into Orange County. Hon. Marsha McLean responded that she felt the TCC needed to find out is whether this project will meet the requirements without Orange County. Can the project continue without going through Orange County and can it continue without Orange County's support.

Hon. Steve Diels stated that the TCC was aware that there are a number of phases to the project and the 108-mile corridor will not be done all in one phase. The consideration the Executive Director of the OLDA can address is whether Orange County needs to be in any of the initial phases without precluding something in

the future, but without dictating to the region that they need to be part of any initial phases.

Hon. Alan Wapner reminded the TCC that at no time did OCTA make any statement that implied that they did not want to see the Orangeline in the Strategic Plan.

Mr. Al Perdon, Executive Director, OLDA, stated that in response to Councilmember McLean's question, yes, the project is viable without the Orange County segment. The project will be implemented in phases with an initial operating segment. Mr. Perdon stated that if he had the opportunity between now and the next meeting of the TCC to meet with staff, he believed that he could demonstrate this.

Hon. Alan Wapner asked Mr. Ikhrata if there was time available for the Authority to submit a revised corridor at this time. Mr. Ikhrata responded that for any project within the RTP, staff could not include any new corridor because of the 30-day circulation process requirement.

Hon. Troy Edgar stated that the reason that OLDA is trying to stay in the Constrained Plan is because they have been in the RTP since 2004. The Authority is a private/public partnership; they are trying to acquire companies to join in and help fund the project. OLDA has made trips to Wall Street and is working with investment banks. The banks have reported that there is a significant amount of risk for them to put a lot of money into this type of project without the necessary public commitment. By virtue of being in the Constrained Plan, the OLDA can work through rights-of-way and PEIR. Three years' worth of work has gone into getting public/private partnership money set up.

Hon. Marsha McLean inquired Mr. Perdon of if the Authority had submitted a Business Plan. Hon. Alan Wapner clarified that staff had said that there was not a revised Business Plan received from the OLDA after the loss of the right-of-way of Pacific Electric. Mr. Perdon responded that if the OLDA was asked to provide a revised Business Plan by SCAG, he was not aware of it. Mr. Ikhrata stated that SCAG did request the Authority, in writing, to submit a revised Business Plan. SCAG's legal counsel stated that the OLDA could still submit a revised Business Plan.

Mr. Kia Mortazavi, Director of Strategic Planning, OCTA, informed the TCC that OCTA was currently working with Los Angeles County on L.A./Orange County border issues. As part of these discussions, we are also taking a look at the PE right-of-way. Putting a particular project in the Constrained RTP does not mean that the region is keeping an open mind. The financial plan reflects that the project is going to be operational in 2013. This is not a realistic set of assumptions. OCTA wants to work with Los Angeles on projects that work for both regions. Locally OCTA is looking at options within the County as well, but the idea is to tie them all together.

Mr. Mortazavi stated that OCTA needed to come together with MTA on the Orangeline. OCTA is the regional transportation planning agency for Orange County and as of this moment, OCTA is not in a position for a joint project with Los Angeles County. OCTA is looking at local projects and how to make local connections. The RTP is updated every four years. The Orangeline was in the 2004 RTP and is here again in 2008; this is why OCTA feels the project should be kept in the Strategic Plan. The region should continue to use federal dollars to study the project, have a meeting of the minds, and then perhaps there will be a project, but currently we do not have a project.

Hon. Troy Edgar stated that the Orangeline started through this process and has gained momentum and brought in visibility. Los Alamitos, as a small city, got involved because the right-of-way was vacant for eighteen years. Los Alamitos is now off of the Orangeline. This project is a business case and the region needs to go the course and needs to be data-driven. The IOS and Orangeline were both driven by the same SCAG data. If one is flawed, the other is flawed. I don't see the region focusing on the IOS. Looking at two data points, and coming to two separate conclusions, hints of essentially politics. As a region we need to look at the data and support the essence of our cities. This issue is about the Orangeline being able to stand on data. It is about the leadership of the Executive Board of the SCAG body and SCAG's Executive Director being unbiased, and, a judicating process that uses parity when we are looking at the same data.

Hon. Richard Dixon, Lake Forest, stated many years ago he was in a similar position with two cycles of the RTP. An airport issues was being discussed in Orange County. SCAG was moving the John Wayne Airport forward in the RTP. I was very much opposed to the project, but at the same time I had to keep my regional hat on. When it came time to vote for the RTP, even though I and some of my other colleagues did not want the airport in the RTP, I voted in favor of it because it is a regional document. The airport project stayed in the RTP because it was technically correct. It was a viable project that met all the guidelines. The reason why the Orangeline was in the RTP prior was because it qualified, but the rules have changed. It is up to SCAG's professional staff to present this body with the new rules. With the new rules and guidelines, staff makes sure that every project that goes into the RTP meets the rules. If the projects do not meet the rules, whether you want a project in or not, it does not matter. If for some reason the region does not meet the rules and the federal government decides that the region is out of conformity, this will have a negative impact on the region. The federal government can then step in and take over the planning for this region. What needs to be addressed now is whether the Orangeline meets the current guidelines to be in the RTP. If it does not, no matter how enthusiastic you are about the project, you have to look at the potential impact that it will have on the entire region.

Hon. Richard Dixon went on to say that the TCC needs to stick to the facts and rely on staff recommendation. If this body does not take staff recommendation, and we take an action without recommendation, we could be putting this region at risk in the future.

Hon. Kirk Cartozian, Downey, stated that he appreciated Mr. Dixon's points and inquired as to when the guideline rules had changed. Naresh Amatya, SCAG, responded that in 2006, the SAFETEA-LU was instated. Mr. Cartozian went on to say that two months ago, Mr. Dixon made a motion to include the Orangeline in the Constrained RTP because staff stated that the project met the guidelines. Mr. Dixon stated that that was correct but he had also publicly stated to not take his support as a continued support. Hon. Alan Wapner, TCC Chair, at that time stated that the OLDA had to meet the guidelines by this month. According to staff, these guidelines have not been met. It is the responsibility of the Authority's Executive Director to get with SCAG's Executive Director, to make sure the guidelines are clear and adhered to. The Authority's Executive Director did receive from SCAG, in writing, a request for additional information.

Hon. Harry Baldwin, San Gabriel, gave an example as to why the Orangeline be in the Strategic Plan. He stated that it was the same reason the San Gabriel Valley kept the Gold Line Extension in the Strategic Plan. It gave the Gold Line the opportunity to develop the funding to make sure that it can fit into the Constrained Plan. San Gabriel is waiting on the MTA to make a decision about its Long Range Plan. If the MTA's decision does not come forward, the Gold Line will drop out of the RTP. We, as a body, have the responsibility to look at the facts and how this is going to affect our entire region. We can not have projects in the RTP that would jeopardize the region's federal funding.

Hon. Bert Hack, OCCOG, inquired as to whether the change in the federal plan which allows planning funds to go forward, would provide a possibility that the Orangeline could come forward in the sense of planning funds rather than a project, and possibly alleviate the problem at this juncture. Hon. Alan Wapner responded that he would ask OCTA and the OLDA to get together and see if they could work out something of this nature.

Mr. Al Perdon stated that there is no credit taken with the Orangeline for air quality conformity. Whether the project is in or out, SCAG has not acknowledged the air quality benefits.

Mr. Ikhrata responded that to meet financial constraint, the RTP has to meet two requirements, the conformity and the financial constraints. The issue we are discussing is not about conformity, as the region meets conformity without the projects. The issue is if it meet the financial constraints. If you do not have a plan that meets the financial constraints this will put the plan in jeopardy.

Hon. Alan Wapner informed the TCC that there were some major concerns expressed in the RTP comments about the Policy Forecast compared to the Baseline Forecast. The CEHD took an action at the last meeting to change the Growth Forecast for the RTP to the Baseline Forecast. This change will be included with the Draft RTP that will be going to the Regional Council.

Hon. Alan Wapner announced that the TCC would decide on the final recommendations to the RTP at its next meeting on April 3rd. The Draft 2008 RTP will then go to the Regional Council for adoption on May 8th.

9.0 CHAIR'S REPORT

None

10.0 FUTURE AGENDA ITEMS

None

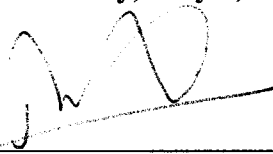
11.0 ANNOUNCEMENTS

SCAG's General Assembly will take place on May 8th and 9th at the Ontario Convention Center.

12.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:45 a.m.

The next meeting of the TCC will be held on **Thursday, May 8, 2008, at the Ontario Convention Center.**



Naresh Amatya, Acting Manager
Transportation Planning Division

Transportation and Communications Committee
of the
Southern California Association of Governments
April 3, 2008

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION AND COMMUNICATIONS COMMITTEE. AN AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation and Communications Committee held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Mike Ten, Vice-Chair. There was a quorum.

Members Present

Ayala, Luis	SGVCOG
Bone, Lou	Tustin
Brown, Art	Buena Park
Buckley, Thomas	Lake Elsinore
Burke, Yvonne	Los Angeles County
Carroll, Stan	La Habra Heights
Chastain, Kelly	SANBAG
Chlebnik, John	WRCOG
Dale, Lawrence	Barstow
Daniels, Gene	Paramount
Diels, Steve	Redondo Beach
Dixon, Richard	Lake Forest
Edgar, Troy	Los Alamitos
Gabelich, Rae	Long Beach
Garcia, Lee Ann	Grand Terrace
Green, Cathy	OCCOG
Gross, Carol	Culver City
Gurule, Frank	Cudahy
Hack, Bert	TCA
Kelley, Trish	Mission Viejo
Leon, Paul	SANBAG
Masiel, Andrew	Pechanga Band of Luiseno Mission Indians
McLean, Marsha	North L.A. County
Messina, Barbara	Alhambra
Millhouse, Keith	VCTC
Mills, Leroy	OCCOG
O'Connor, Pam	Santa Monica
Ovitt, Gary	San Bernardino County
Pettis, Gregory	Cathedral City
Quirk, Sharon	Fullerton
Roberts, Ron	Temecula
Spence, David	Arroyo Verdugo COG
Stone, Jeffrey	Riverside County

Members Present (cont.)

Sykes, Tom	Walnut
Ten, Mike – Vice Chair	South Pasadena
Wapner, Alan - Chair	Ontario

Members Not Present

Aldinger, Jim	Manhattan Beach
Baldwin, Harry	San Gabriel
Beauman, John	Brea
Becerra, Glen	Simi Valley
Dunlap, Judy	Inglewood
Flickinger, Bonnie	Moreno Valley
Glaab, Paul	City of Laguna Niguel
Glancy, Thomas	VCOG
Hahn, Janice	City of Los Angeles
Hernandez, Robert	Anaheim
Lowe, Robin	Hemet/ RCTC
Lowenthal, Bonnie	Long Beach
Martinez, Sharon	SGVCOG
Nuaimi, Mark	SANBAG
Parks, Bernard	Los Angeles
Rutherford, Mark	Las Virgenes/Malibu COG
Smith, Greig	Los Angeles
Wilson, Michael	CVAG

New Members Not Present

Bishop, Joel	Dana Point
Reavis, Gail	Mission Viejo

Voting Members, Non Elected Officials

Nguyen, Lam	Caltrans
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1.0 CALL TO ORDER & PLEDGE OF ALLIGANCE

The Hon. Mike Ten, Vice-Chair, called the meeting to order at 10:06 a.m.

2.0 PUBLIC COMMENT PERIOD

Mr. Arnold Sachs, City of Lennox, stated that he had read that the Green Line was proposing to reestablish a Green Line Construction Authority. Mr. Sachs pointed out that there was a Crenshaw Corridor rail project proposed without a construction authority. There is a downtown connector to Union Station, which by the way does not connect to Union Station, without a Construction authority. There is an eastside extension that never had a construction authority and still does not. Why is a Green Line Construction Authority needed when these other projects have no construction authority.

The MTA is discussing having routes eliminated and service reductions. Service reductions are currently occurring on routes that are not going to be eliminated. MTA has governance council meetings, they do not discuss the reductions at these meetings, the reduction are not discussed at the MTA board meetings either. The Los Angeles City Council and the Los Angeles County Supervisors have no idea of the reductions. Who

justifies the service reductions for one of the most important routes in the South Bay such as the bus line 232.

In SCAG's current twenty-year Draft RTP there is mention of the highways but there is no mention of any transit housing. This is a huge area contained in other transit agencies transportation plans. Why aren't there any forecasted plans in SCGA RTP?

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 Minutes of March 5, 2008 Meeting

A motion was made (Bone) to approve the Consent Calendar. Motion was SECONDED (Brown) and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

No items.

6.0 AVIATION TASK FORCE REPORT

None

7.0 MAGLEV TASK FORCE REPORT

None

8.0 INFORMATION ITEMS

8.1 2008 RTP Update

Naresh Amatya, SCAG, stated that even though Item 8.1 is placed on the agenda as an Information Item, staff had sent out an e-mail to all the members of the Transportation & Communications Committee them that the agenda does allow the committee to take an action on the RTP if there is a consensus to do so. Since the last special meeting of the TCC on March 19th in which the RTP was discussed and primary focus was on a number of projects, Item 8.1 was intended to continue that discussion. One of the things that has occurred since the March 19th meeting is that as result of EPA asking ARB to resubmit the emission budgets, SCAG has redone the Emissions Analysis of the Draft RTP and released it for 30-day public review and comment. The conformity portion of the Emissions Analysis was posted on March 28th. At this point SCAG's goal is to finalize the discussions on outstanding issues of the Draft RTP and take it to the Regional Council for adoption at the General Assembly on May 8th.

Hon. Mike Ten opened the floor to public comments regarding the Draft RTP.

Mr. Paul Taylor, Orange County Transportation Authority (OCTA), stated that the City of Anaheim was requesting the support of the TCC for the inclusion of the Anaheim Resort Connector in the strategic component of the RTP. OCTA has an aggressive program in the works encouraging and financing the thirty-four cities in Orange County with their development of local initiatives for public transportation. OCTA applauds any city's effort, and in particular the effort that is being made by the City of Anaheim, to tie into the Regional Inter-Modal Center that OCTA and the City of Anaheim are jointly developing. OCTA believes that the connector from the resort area to the ARTIC (the Regional Inter-Modal Transportation Center) is a crucial component of the public transportation system within Orange County.

A motion (Brown) was made to support the recommendation of the Orange County Transportation Authority supporting the inclusion of the Anaheim Resort Connector in the Strategic portion of the RTP. Motion was SECONDED (Bone) and UNANIMOUSLY APPROVED.

Hon. Ralph Rodriguez, City of La Palma, stated that the City of La Palma was in opposition to the Orangeline Maglev proposal. La Palma supports the continued reduction of the priority of this project. The project has been opposed by three councils in the City of La Palma because La Palma would be the first city in Orange County that the project would impact. La Palma is not entirely opposed to a project along the P&E right-of-way which really does enhance the mass transit opportunities for all of the region's residents both in Los Angeles, Orange County, and beyond. There are many issues and questions surrounding the Orangeline project: 1) What are the actual benefits to the residents of Orange County, 2) the ridership models are hard to justify in comparison to other more worth while projects in the area of mass transit, and 3) the financial model, which relies heavily on private investment, continues to be a very soft area. It is hard to justify what would effectively be the public giving of land, on the perspective of Orange County residents, to what effectively is a privately run enterprise. The City of La Palma would like to see the attention, money, and support go to those mass transit projects and high-speed projects that would be of the best benefit for all the residents of all the counties impacted by these particular projects.

Mr. Bill DeWitt, Mayor, City of South Gate, stated that South Gate had been supportive of the Orangeline project for a number of years. South Gate has put a lot of time and money into the project. The Orangeline has been in the RTP for four years. The City of South Gate feels it should not be discriminated against and be given the opportunity to proceed with the project. If Orange County does not want to be part of the project, so be it. Something needs to be done to improve this transportation corridor which has not been used for many years by the railroad, as an opportunity to improve public transportation to allow people to move closer to Downtown L.A. and improve the region's transportation system.

Hon Kirk Cartozian, Councilmember City of Downey and Chairman of the Orangeline High-Speed Maglev, stated that the Orangeline had been in the Constrained RTP since 2004. The cities that compose the Orangeline High-Speed Maglev are not just in Southeast L.A. County, but stretch up to the cities of Palmdale and Santa Clarita. There is contention in Orange County, the point of the matter is that at this late point in the process is not the right time to be pulling the rug out or cutting off a project at the knees. Parity for projects is important, parity for member cities of SCAG is important. The City of Downey would appreciate the committees continued support on this matter.

Yvette Abich, General Counsel, Orangeline Development Authority (OLDA), stated that she wanted to point out three things to the TCC regarding the Orangeline: 1) the OLDA's project, the Orangeline Maglev, meets all the requirements for inclusion in the RTP including the financial constraint portion, 2) the OLDA hopes that the TCC, in its deliberations, be mindful that treatment of the Orangeline project should be done in a way that is fair and equitable to how the committee has treated other Maglev projects that are also included in the RTP, 3) and lastly, I wanted to go on the record to express my disagreement about how this item was agenized under the Brown Act. The item is listed as an Information Item. There is no indication to the public that any action was going to be taken today, and if there was going to be some action taken today under the Brown Act an Amendment to the Agenda should have been made and posted within the Brown Act time period.

Hon. Alan Wapner then closed public comments for Item 8.1.

Hon. Alan Wapner, stated that what the TCC has before them is a Draft RTP that was circulated and including numerous comments that were received. The Chair stated that pursuant to the comments received, there appeared to be two outstanding issues that need to be taken into consideration today as to whether or not the TCC wants to change its recommendation to the Regional Council that is going before the committee next month. The two items include the CETAP and Orangeline projects.

Hon. Alan Wapner stated that he understood that Riverside and Orange County have reached consensus on how to handle the CETAP.

Naresh Amatya, SCAG, informed the TCC that staff's recommendation is that CETAP Corridor B which is currently included in the Draft RTP as a capital project, be changed to a study project in the Final RTP.

Hon. Alan Wapner clarified for the TCC that the recommendation of Riverside and Orange County is that the capital project move to the Strategic Plan and that a study of the CETAP be included in the Financially Constrained RTP.

Hasan Ikhrata, SCAG, pointed out that the federal rule since the last time the TCC took up this topic had changed. It now allows the project to move forward with it being a study in the Constrained Plan. This way there will be no lost time in the

ability to do a study of the CETAP. This is the conclusion RCTC and OCTA agreed upon when both agencies met with SCAG staff.

Hon. Richard Dixon, Lake Forrest, requested that staff clarify that the new rule does allow the study to be in the Constrained Plan, but the study also needs a funding source. Mr. Ikhata agreed and stated that the project needed funding for the study and the funding source had been identified by both RCTC and OCTA.

A motion (Dixon) was made to reflect that the CETAP Corridor B in the Draft RTP currently included as a capital project, be change to a study project in the Final RTP. The motion was SECONDED (Brown) and UNANIMOUSLY APPROVED.

Hon. Jeff Stone, County of Riverside and Chairman of RCTC, stated that the RCTC concurred with the motion.

Hon. Alan Wapner then took up the Orangeline project. He stated that currently the Orangeline, as a capital project, is included in the RTP. There have been some concerns expressed about the Orangeline with regards to the right-of-way and the Business Plan.

Hon. Richard Dixon requested that Hon. Alan Wapner, Chair, allow staff to make a recommendation because of the technical importance of the project. It is extremely important that the TCC allows SCAG's Executive Director to make recommendations based upon the information that is current as of today.

Rich Macias, SCAG Interim Planning Director, stated that it has come to staff's attention that the MTA is interested in pursuing and supporting the MIS effort along the corridor that is currently slated for the Orangeline in partnership with Orange County. At this time this is all the MTA is willing to commit. It is SCAG's understanding from the Gateway Cities COG, via Mr. Dick Powers, that this is the current situation and status of that effort.

Hon. Pam O'Connor, Santa Monica, stated that the update she had received from the MTA was that while MTA has indicated a willingness to consider use of the L.A. County portion of the right-of-way only when and if the project is funded, and has been environmentally reviewed. The Orangeline is listed in the Strategic Plan or Tier 1 Strategic of the Draft L.A. County Transportation Plan, and not in the funded portion, but there is no promise of representation or pledge to give the right-of-way. Additionally, there is no public sector funding coming for the project. OCTA and MTA are discussing cross corridor planning efforts. A planning study could be done on this corridor that is not currently dedicated to any technology.

Mr. Ikhata replied that there was discussion at the March 19th meeting there was discussion in regards to having the Orangeline L.A. County portion in the Constrained Plan. There was communication with MTA by Mr. Dick Powers, Executive Director of the Gateway Cities COG regarding the project. The current

standing is that neither MTA nor OCTA committed the right-of-way. There is also an issue with the Orangeline's Financial Plan not having money for the right-of-way. The second issue is there is no entity, thus far, that identifies funding for a study. A project in the Strategic Plan does not mean that the project cannot proceed. SCAG wants to work with the COG and the Orangeline Development Authority to make sure that the project proceeds. But at this time, from a technical standpoint, the Orangeline does not have the funding identified for the study for it to be included in the Plan.

Hon. Alan Wapner inquired if the OLDA had any funds for the study. Mr. Al Perdon, Executive Director, OLDA, stated that there was \$280,000 in federal funds allocated for the study. Mr. Ikhrata pointed out to the committee that a major investment study would cost a couple of million dollars.

Hon. Arthur Brown, OCTA, stated that OCTA has made it very clear that it does not intend to allow the Orangeline now and probably forever, unless another OCTA governing board sometime in the future releases it, to use the right-of-way. Orange County already has plans for the right-of-way and does not invite the Orangeline to enter Orange County.

Hon. Marsha McLean, North Los Angeles County, stated that if Orange County is so adamant about not allowing the Orangeline to enter their area, that the Orangeline is a viable project without Orange County. There is no reason to take the project out of the Constrained Plan.

Hon. Alan Wapner asked SCAG staff if the OLDA had submitted a new/revised Business Plan on the Los Angeles portion of the Orangeline Corridor. Richard Marcus, SCAG's Program Manager of the Maglev High-Speed Rail, stated that the OLDA had submitted a document to SCAG yesterday but staff had not had the opportunity to review it.

Hon. Alan Wapner clarified for the TCC that the Strategic Plan is significant portion of the Plan. If a project is in the Strategic Plan, it does not mean that the project is not being considered. Monies can be spent and further studies can be done. When the project becomes ripe, it can be considered as an amendment to the RTP and placed in the RTP at that time.

Hon. Kurt Cartozian pointed out to the TCC that there were two State bills planned to be introduced later this year that are going to be authored by the Hon. Hector DeLaTorre and the Hon. Alan Lowenthal for funding assistance.

Hon. John Chlebnik, Barstow, stated that if the Orangeline meets the criteria for inclusion in the RTP, then the project should be included. If the project does not meet the criteria, then it should not be included. If the Orangeline does not have the funding and does not have the Business Plan, it should then be put into the Strategic Plan and in the meantime, the OLDA should keep moving forward with the project until the project becomes developed.

A motion (Chlebnik) was made to take the Orangeline out of the RTP and put into the Strategic Plan. The motion was SECONDED (Brown) and UNANIMOUSLY APPROVED.

Hon. Gene Daniels, Paramount, commented that he could not believe what he was hearing. The OCTA is saying that there is no way their agency would relinquish the right-of-way in Orange County. I find this statement offensive sure there are other individuals in this body that find it offensive also. The whole idea of SCAG is regional planning and do what is best for the region. In the southeast part of the region there are two and a half million people who depend on this ridership. It is this body's job, and that of the Regional Council, to put petty ideas aside in order to reflect what is good for our region. SCAG's role is regional planning; it is not local planning which is done on the local level.

Hon. Richard Dixon, Lake Forrest and OCTA Board Member, informed the Hon. Gene Daniels that OCTA had been studying the Orangeline Business Plan for quite sometime and the OCTA's decision was based on several of factors. 1) OCTA and MTA are working on a major investment study for the corridor along with all the other corridors that go between Orange County and Los Angeles County. As a result of that, as the study concludes, OCTA is now in the process of beginning to do a Central County Major Investment Study which includes all of the cities. In addition to all of the cities in the central corridor of Orange County, it includes the cities along the PE right-of-way. This morning SCAG's Administration Committee approved a grant to OCTA to allow it to move forward with the investment study for Orange County. Orange County has been looking at regional transportation issues not only with Riverside County but with L.A. County as well. The difference between MTA and OCTA is that OCTA has taken the time to do a detailed analysis of the Orangeline's Business Plan. It was this detailed analysis that helped OCTA board members determine that at this time, not indefinitely but at this time, the Orangeline Business Plan is not feasible. The primary reason OCTA does not support the Orangeline is because its business analysis is insufficient. The current discussion is whether or not the Orangeline meets the guidelines. Staff needs to explain to this body, one way or another, if the project currently meets the guidelines to be in the Constrained Plan. It is incumbent upon this body, no matter how firmly we believe in a project or not, to take a technically responsible action on this project and all other projects. Additionally, should the Orangeline go into the Strategic Plan it is not coming out of the RTP it is just being moved per the current guidelines from one section to another section. The Orangeline can continue to move forward with its planning process, continue working with the MTA, and other cities along that corridor. At such time when the project does meet the guidelines, the RTP can be amended to put the Orangeline into the constrained portion of the RTP.

Hon. Kurt Cartozian stated that OCTA had representation at OLDA's meetings for the last two and a half years. If contentions are being raised, they should not have been raised at the eleventh hour. If the OLDA and OCTA feels it needs to go over the Business Plan and figure out why its Business Plan no longer meets the guidelines, the OLDA deserves this.

Hon. Keith Millhouse, Moorpark, stated that each side has done a good job of articulating their positions. The TCC could have a very lengthy discussion on the Orangeline but the direction of the committee needs to go back to the point of whether or not we can procedurally do any thing with this item today and if not, the TCC should reserve this discussion until it is appropriate.

Hon. Alan Wapner stated that with regards to taking action on this item today, he was surprised when the agenda had the item was listed as an information item with no recommended action. Staff did point out that the agenda does state that any item contained within the agenda can have action taken upon it. On saying that, staff rested its argument that it was properly posted. Technically, staff is stating that the item did meet the noticing requirements; it is up to this body to determine whether or not you are comfortable acting upon the item as it is listed on the agenda. This body should not enter into another 2 hour discussion and not come to any resolution because will hear the same discussion again on May 8th.

Hon. Keith Millhouse stated that in light of this, because of passionate positions on each side of this issue, someone could be very unhappy with whatever decision is made. Rather than delay everything with litigation or challenge, this body should continue this item until the next meeting, noticed as an action item with a specific recommendation from staff.

Hon. Alan Wapner responded that because of the possible delay in the recirculation of the Draft RTP, the region is up against a wall. If the TCC is unable to come to resolution on May 8th and get the Regional Council to approve the Draft RTP there may be a potential problem with regards to time constraint. Regional Council members, who are not members of the TCC, are going to see this huge document for the first time in their agenda packet on May 8th. The RC members will be informed that they have to take action on the item. If the RC does not take action the region will be out of conformity. As the Chair of this body, I do not feel comfortable running up against the May 8th timing for fear that if the Regional Council does not take action, the region comes out of conformity. Hon. Alan Wapner suggested to the committee that the TCC hold another special meeting, specific to the Orangeline, to resolve this issue.

Hon. Tom Sykes, Walnut, stated that his comfort level was getting lower regarding the vote that the committee took earlier on the issue. The only legal opinion that has been heard on this project is from the OLDA's General Counsel, Yvette Abich. I had worked with Ms. Abich previously when I was a City Manager, she was my City Attorney. Ms. Abich was right on the mark when it came to Brown Act issues. The TCC has not heard from SCAG's Legal Counsel on this agenda item as it pertains to the Brown Act other than staff pointing out there is fine print that reads the TCC can take action on any item on the agenda. I do not believe the way this is posted on the agenda would hold up to scrutiny. Since the Orangeline is a highly contested issue, one side or the other is going to take umbrage at the project and scuttle the region into being out of conformity. I am personally in support of another special meeting. It would be procedurally

correct to hold a special meeting because of the items importance. Based on the time factors, there does not appear to be any other option.

Joe Burton, SCAG's Chief Counsel, stated that it was very common that a legislative body be able to act on any item that is posted on an agenda. The particular item on today's agenda was the discussion of the entire Draft RTP. It is appropriate as indicated on today's agenda that the TCC can act upon any item, whether it be an action or information item.

Hon. Alan Wapner stated that in looking at the action language as it reads under Item 2.0, Public Comment Period, it states that the committee can act on any items listed on the agenda. What I find disturbing, is there is a specific area on the agenda that reads Action Items and it read ***no items***. This makes it appear that no action will take place at today's meeting. Although in the Public Comment Period section it reads that the committee can take action, it does not make sense that the language on the purview is posted under the Public Comment Period. To make the purview clearer, it should be posted under the Action Item section.

Hon. Richard Dixon stated that previously in today's meeting, it indicated by Richard Marcus, SCAG, that staff had just received some documented information from the OLDA on their Business Plan but staff had not had an opportunity to analyze the material. A major reason for having a special meeting is to give staff the opportunity to review the information that has come in from the OLDA and determine if the project does or does not meet the guidelines and which portion of the RTP the project should be placed in. This body's decision needs to be based on technically accurate information and not on the emotion of what one county wants to do vs. what another county wants to do.

Additionally, SCAG's teleconferencing protocol stipulates that policy committee members cannot teleconference and participate in the voting process. As a policy committee, there needs to be a physical quorum in attendance at SCAG's downtown office.

Hon. Alan Wapner stated that the Orangeline could be carried over to a special meeting of the TCC with the item on the agenda as an Action Item. The problem is that as a body, the TCC has already taken some actions today that would have to be nullified and taken up all over again.

A motion (Dale) was made to call a special meeting of the TCC to further discuss the 2008 RTP Update as an Action Item. The motion was SECONDED (Garcia) and UNANIMOUSLY APPROVED.

Hon. Carol Gross, Culver City, stated that it need to be made clear on the agenda that the committee will be voting on any items still pending with regard to the RTP and that there be specific recommendations from staff.

Further discussion was taken up regarding the motion.

Hon. Barbara Messina, Alhambra, stated she had a question she wanted to direct to the OLDA. If this does not effect the ability for the Orangeline to continue moving forward by taking it out of the Constrained Plan and putting it into the Strategic Plan, what is the drawback of it being in the Strategic Plan if it does not prohibit the OLDA from continuing the project? Hon. Kurt Cartozian responded that it is not always a problem if a project moves from the Strategic Plan to the Constrained Plan. When a project is moved back and fourth, it does loose credibility that has already been established.

Hon. Lou Bone, Tustin, stated that the TCC that is not the governing board of SCAG, and that the only responsibility of the TCC is to make recommendation and forward to the Regional Council for consideration and approval.

A motion (Dale) was made to call a special meeting of the TCC for purposes of coming up with a consensus regarding approval of the 2008 RTP with a stipulation that the pending action items be specifically laid out as follows:

- the proposed Platinum Triangle-Anaheim Resort Connector in Orange County
- the CETAP Corridor B connecting Riverside with Orange County
- the Orangeline System connecting South Orange County with North Los Angeles County with Maglev High-Speed Rail
- any other project as directed by the TCC

The motion was SECONDED (Garcia). Those OPPOSED (Buckley, Pettis, and Diels) to the motion. The motion was APPROVED.

Hon. Steve Diels, Redondo Beach, asked staff what would happen to the Orangeline if the project is moved from the Constrained Plan and into the Strategic Plan, will the entire Plan then be out of conformity. Hasan Ikhrata responded that if any portion of the Plan is questionable financially the answer is yes, the entire Plan would then be in question. Mr. Ikhrata assured the committee that SCAG would not bring forward any Plan that was questionable.

Hon. Steven Diels then stated that if at the next special meeting of the TCC there fails to be quorum then the Plan, as it is currently written, is submitted on May 8th to the Regional Council, correct. Mr. Ikhrata responded yes, correct. If there is not a quorum of the TCC on April 11th, the last Draft 2008 RTP that was approved by the TCC along with staff opinion as to the outstanding issues, would go to the Regional Council.

The TCC, in closing, agreed that the language regarding the committee being able to take action on any agenda item be moved to another area of the agenda, perhaps directly under the Action Item, where the language would be more visible.

Hon. Alan Wapner clarified for the TCC that any action it previously took on any item in today's meeting was superseded by the last motion to hold the special meeting of the TCC on April 11th.

9.0 CHAIR’S REPORT

None

10.0 FUTURE AGENDA ITEMS

None

11.0 ANNOUNCEMENTS

SCAG’s General Assembly will take place on May 8th and 9th at the Ontario Convention Center.

12.0 ADJOURNMENT

The Hon. Alan Wapner adjourned the meeting at 11:14 a.m.

The next meeting of the TCC will be held on **Friday April 11, 2008, at the SCAG office in downtown Los Angeles.**

Naresh Amatya, Acting Manager
Transportation Planning Division

REPORT

DATE: April 11, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813

SUBJECT: Platinum Triangle – Anaheim Resort Connector

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend including the Platinum Triangle – Anaheim Connector into the Strategic Plan.

BACKGROUND:

In a letter to SCAG dated April 3, 2008 (attached), the City of Anaheim requested that the Platinum Triangle – Anaheim Resort Connector be included in the Strategic Plan of the 2008 RTP. This project calls for an elevated fixed guideway system that will serve a high traffic corridor, linking residents, workers, and visitors between the Anaheim Regional Intermodal Transportation Center (ARTIC), Honda Center and Angel Stadium, The Platinum Triangle high rise office and residential neighborhoods, and The Anaheim and Disneyland Resorts. Alternative alignments and technologies have been identified, and the City of Anaheim is preparing for an Alternatives Analysis/Draft Environmental Impact Statement.

This project is currently not contained in the Constrained or Strategic Plan. However, staff believes this is a viable project that will provide an alternative means of transportation to the local residents as well as tourists in the area and at the same time provide significant economic benefit to the local businesses as well as residents. Inclusion of this project into the Strategic Plan will not jeopardize fiscal integrity or conformity of the 2008 RTP. Therefore, staff recommends that the Platinum Triangle – Anaheim Resort Connector be included in the Strategic Plan.

FISCAL IMPACT:

None.

Reviewed by:



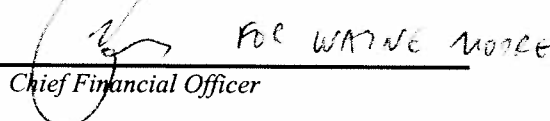
Division Manager

Reviewed by:



Acting, Department Director

Reviewed by:



Chief Financial Officer



City of Anaheim
DEPARTMENT OF PUBLIC WORKS

April 3, 2008

Honorable Alan Wapner, Chair
Transportation and Communications Committee
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017

RE: PLATINUM TRIANGLE – ANAHEIM RESORT CONNECTOR

Dear Chairman Wapner:

The purpose of this letter is to request placement of the Platinum Triangle – Anaheim Resort Connector into the SCAG Strategic Plan. Alternative alignments and technologies have been identified, and we are preparing for an Alternatives Analysis/Draft Environmental Impact Statement.

This planned elevated fixed guideway system will serve a high traffic corridor. It will link residents, workers and visitors between the Anaheim Intermodal Transportation Center (ARTIC), Honda Center and Angel Stadium, The Platinum Triangle high rise office and residential neighborhoods, and The Anaheim and Disneyland Resorts. This system will provide a travel alternative for the forecast 20,000 residents and 27,000 jobs within a one-quarter mile of the alignment by the year 2030.

If you have further questions, please contact Danny Wu, Acting Transit Manager, at 714-765-5183.

Sincerely,

Mark Vukojevic
City Engineer

JL:pr
H:\ADMIN\LETTERS\TRAFFIC\PT AR Connector

P.O. Box 3222
Anaheim, California 92803

TEL (714) 765-5176
FAX (714) 765-5225

REPORT

DATE: April 11, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813

SUBJECT: CETAP Corridor B

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Include the CETAP Corridor B as Preliminary Engineering/EIR only in the Constrained Plan and move the construction/right-of-way to the Strategic Plan.

BACKGROUND:

An 18-month Riverside County-Orange County Major Investment Study (MIS) was conducted to examine a mix of capital improvements to SR-91 and other potential travel corridors between Riverside and Orange Counties. The study concluded with a Locally Preferred Strategy (LPS) supporting further evaluation of Corridor A (new four- or six-lane elevated highway parallel to SR-91 between I-15 and SR-241) and Corridor B (new four- or six-lane highway Irvine-Corona Expressway).

To date, \$15.8 million in federal earmark funding has been committed for feasibility and technical studies of the corridors. Additionally, \$370 million of Riverside County 2009 Measure A and \$200 million of Transportation Uniform Mitigation Fee (TUMF) funding have been identified for the CETAP corridors. In June 2006, the Riverside County Transportation Commission (RCTC), the Orange County Transportation Authority (OCTA), and the Transportation Corridor Agencies (TCA) formed the Riverside Orange Corridor Authority (ROCA) to develop and manage geotechnical studies for the proposed transportation and utility corridor linking Riverside and Orange Counties.


On December 6, 2007, the TCC released the Draft 2008 RTP for public review and comments, which included both Corridors A and B in the Constrained Plan. RCTC, OCTA and SCAG continue to agree on the merits of these projects and the need to move forward. Since the release of the Draft RTP, the three agencies have met on several occasions and arrived at a consensus that engineering and environmental work related to CETAP Corridor B must continue, but funding commitment for construction of the project is premature at this point. Therefore, the three agency consensus is to include the CETAP corridor B as a preliminary engineering/EIR only project in the constrained plan and move the construction/ROW to the Strategic Plan. The project may be amended back into the constrained plan at a point when the funding commitment as well as consensus among the stakeholders can be established. Fortunately, FHWA has issued clarifying guidance recently that would allow for projects such as CETAP Corridor B to move forward with necessary studies and evaluation work on this basis. No change is proposed for inclusion of the CETAP Corridor A in the financially constrained plan. Based on staff analysis, while this proposed action will result in minor adjustment to the finance plan of the 2008 RTP, it does not jeopardize the fiscal integrity or the transportation conformity demonstration of the final RTP.

REPORT

FISCAL IMPACT:

None.

Reviewed by:



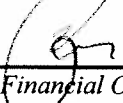
Division Manager

Reviewed by:

Acting, 

Department Director

Reviewed by:



FOR Chief Financial Officer
WAYNE MOORE

REPORT

DATE: April 11, 2008

TO: Transportation and Communications Committee

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhrata@scag.ca.gov

SUBJECT: Orangeline System connecting South Orange County with North Los Angeles County with High Speed Maglev

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend any revision based on staff analysis as to whether the Orangeline meets federal requirements for inclusion in the financially constrained Final RTP.

BACKGROUND:

1. **No use of the Pacific Electric (P.E.) Right-of-Way (ROW) is available in Orange County**
 - On January 28, 2008, the Orange County Transportation Authority (OCTA) Board ruled that the Orangeline could not use the OCTA P.E. ROW. This resolution was sent in a February 4, 2008 letter from OCTA to SCAG.
 - A second letter was sent from OCTA to SCAG on March 17, 2008 which confirmed and clarified that the Orangeline will not have use of the OCTA P.E. ROW.
 - OLDA's own documentation, a report done by Arcadis (Milestone 9, page 10) indicates, "Without the assurance that public rights-of-way identified for the project will be available, the Authority (OLDA) will likely not be able to secure the funding needed to proceed with the project."
2. **OLDA has not sent SCAG a revised Financial Plan after the OCTA resolution**
 - In a memo sent from OLDA to SCAG dated January 10, 2008 (before the OCTA ruling), OLDA specifically states: *"The project cost estimate is based on the assumption that public rights-of-way will be provided at no additional cost to the project....Should it be decided that payment will be required, the financial plan would be refined to include this cost."*
 - On Wednesday April 9, 2008, OLDA sent SCAG new documentation in response to SCAG's concerns. Staff finds no new relevant information that would change the conclusion of Staff Findings.
3. **Declining political support in Orange County**
 - On February 19, 2008 on a 3-2 vote, the Los Alamitos City Council voted to immediately withdrawal its membership from OLDA.

REPORT

- On August 20, 2007, the Santa Ana City Council passed a resolution supporting joining OLDA. However, Santa Ana has never officially been a member of the JPA because it has not paid its' dues. Santa Ana requested that OCTA pay the dues on its behalf and OCTA rejected that request.
- Four cities, Tustin, Irvine, Aliso Viejo and La Palma, within Orange County sent comments to SCAG on the Draft RTP opposing the Orangeline from being included in the Constrained Plan.

4. Pending issues need to be addressed with respect to the Orangeline project

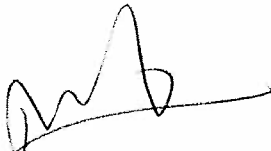
- The Orangeline project does not meet the financial federal guidelines (A Guide To Federal And State Financial Planning Requirements, Federal Highway Administration (FHWA), California Division, Federal Transit Administration (FTA), Region IX California Department of Transportation (Caltrans) April 28, 2004) as currently laid out. In the federal guidelines, "The following are examples of specific cases where new funding sources should *not* generally be considered to be "reasonably available": (1) past efforts to enact new revenue sources have generally not been successful; (2) the extent of current support by public, elected officials, business community and/or special interests indicates passages of a pending funding measure is doubtful; or (3) no specific plan of action for securing the funding source and/or other information that demonstrates a strong likelihood that funds will be secured is available."
- As a result of the new assumptions with respect to right-of-way access in Orange County, a variety of quantitative factors about the Orangeline operating performance are now in question. Some of these include fare structure, speed, farebox recovery, development opportunities, connectivity with other systems, capital costs, operating costs, etc. These issues will need to be specifically recalculated in the revised Orangeline Financial Plan.

Based on the analysis presented in this report, staff does not believe Orangeline meets the requirements for inclusion in the Constrained Plan.

FISCAL IMPACT:

None.

Reviewed by:




Division Manager

Reviewed by:


Acting, _____
Department Director

Reviewed by:

 FOR WYNNE MOORE

Chief Financial Officer

REPORT

DATE: April 11, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813

SUBJECT: Regional Transit Center in the City of Torrance

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend inclusion of the proposed Regional Transit Center in the City of Torrance in the Strategic Plan of the 2008 RTP.


BACKGROUND:

Staff has received a request from the City of Torrance to include a Regional Transit Center project within the City of Torrance into the Strategic Plan of the 2008 RTP. This is a new project that is not included in any of SCAG's planning or programming documents. SCAG Staff has reviewed the attached information provided by the City of Torrance in support of this project. Based on the preliminary review of the information provided, staff supports proposed request to include this project in the Strategic Plan of the 2008 RTP.

FISCAL IMPACT:

None.

Reviewed by:



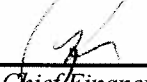
Division Manager

Reviewed by:



Acting, Department Director

Reviewed by:



FOR WAYNE MOORE
Chief Financial Officer



CITY OF TORRANCE

TRANSIT DEPARTMENT

Kim Turner
Transit Director

310.618.6245
kturner@tornet.com

April 9, 2008

The Honorable Alan Wapner, Chair
SCAG Transportation and Communications Committee

Dear Chair Wapner:

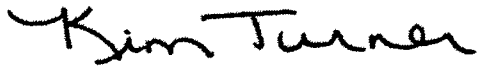
We would like consideration to have our Regional Transit Center (RTC) in the City of Torrance included in SCAG's RTP Strategic Plan. Specifically, we would like consideration under Action Items 5.1(d) on the TCC agenda for April 11, 2008. We understand the lateness of our request and we would appreciate any consideration for what we believe is a very worthwhile capital project.

We have enclosed a fact sheet on our RTC project, Transit Center Project Revision PowerPoint presentation, and drawings of the plans to extend Del Amo Blvd. from Crenshaw Boulevard through to Madrona Avenue. This extension, anticipated to be completed in mid-2011 is critical in facilitating the usage of the site as a bus transfer station. Initially, the site would be used as a bus transfer station. The site lies on the Harbor Subdivision which is included in Metro's Strategic Unfunded Tier 2 projects. The City of Torrance believes this site would be ideal for a rail station on a future light rail line on the Harbor Subdivision. Also included is a preliminary map showing possible routings of local services into this RTC.

We have enclosed support letters for this project from Senator Oropeza (28th District), Assemblymember Lieu (53rd District), Los Angeles County Supervisor Knabe, and the South Bay Cities Council of Governments (SBCCOG). We have also included the current list of projects for the SBCCOG which includes this project. The City of Torrance has had initial discussions with Rep. Jane Harman (36th District) and her staff regarding funding for this project.

The City of Torrance is also working in cooperation with the City of Redondo Beach in both of our cities' efforts to build transit centers in our cities.

Thank you,

A handwritten signature in black ink that reads "Kim Turner". The signature is fluid and cursive, with the first name "Kim" and last name "Turner" clearly distinguishable.

Kim Turner
Transit Director

Enclosures:

1. South Bay Regional Transit Centers
2. Transit Center Project Revision PowerPoint presentation
3. Drawing of Del Amo Blvd extension to Crenshaw Blvd
4. Map of proposed service to COT RTC
5. February 20, 2008 Support Letter from Assemblymember Lieu and Senator Oropeza
6. February 22, 2008 Support Letter from Supervisor Knabe
7. January 28, 2008 Support Letter from South Bay Cities COG
8. April 5, 2008 List of South Bay Transportation Projects (SBCCOG)

South Bay Regional Transit Centers

PROJECT FAST FACTS

Purpose: To develop two new regional Transit Centers in the City of Torrance and the City of Redondo Beach.

Site Acquisition (Est.)	Fall 2008
Planned Start Date:	Fall 2009
Completion Date:	Fall 2011

Funding:

- Regional Transit Centers are a High Priority funding project
- Torrance - \$1.5 Million Planning Grant (Initial)
- Redondo Beach - \$2.2 Million

Project Locations:

- Redondo Transit Center – South Bay Galleria (Kingsdale Avenue)
- Torrance Transit Center – Crenshaw Blvd. and Del Amo Blvd.

Benefits of A Regional Project For Redondo, Torrance and the South Bay:

- Leveraging of existing funds and allows for joint funding requests in the future per a regional approach
- Avoids project duplication by the sharing of services and resources
- Allows for ease of future service expansion for both cities
- Crenshaw Transit Center location is adjacent to the Los Angeles County Metropolitan Transportation Authority (METRO) owned rail line
- Direct access to:
 - ❖ 405 Freeway High Occupancy Vehicle (HOV) Lanes, Regional Rapid services, and Existing light rail services
- Consistent with SCAG's Regional Transportation Plan
- Highest and best use of existing land for both agencies
- A hub for local and regional connectivity for:
 - ❖ Torrance Transit System, Beach Cities Transit, Gardena Transit, Municipal Area Express (MAX), Los Angeles County Metro
- Parking spaces for Rideshare Van/Carpool participants
- Enhanced shelters, fare vending machines and public restrooms

TTS Annual Ridership Data (Lines Operating Near the Proposed Centers):

South Bay Galleria

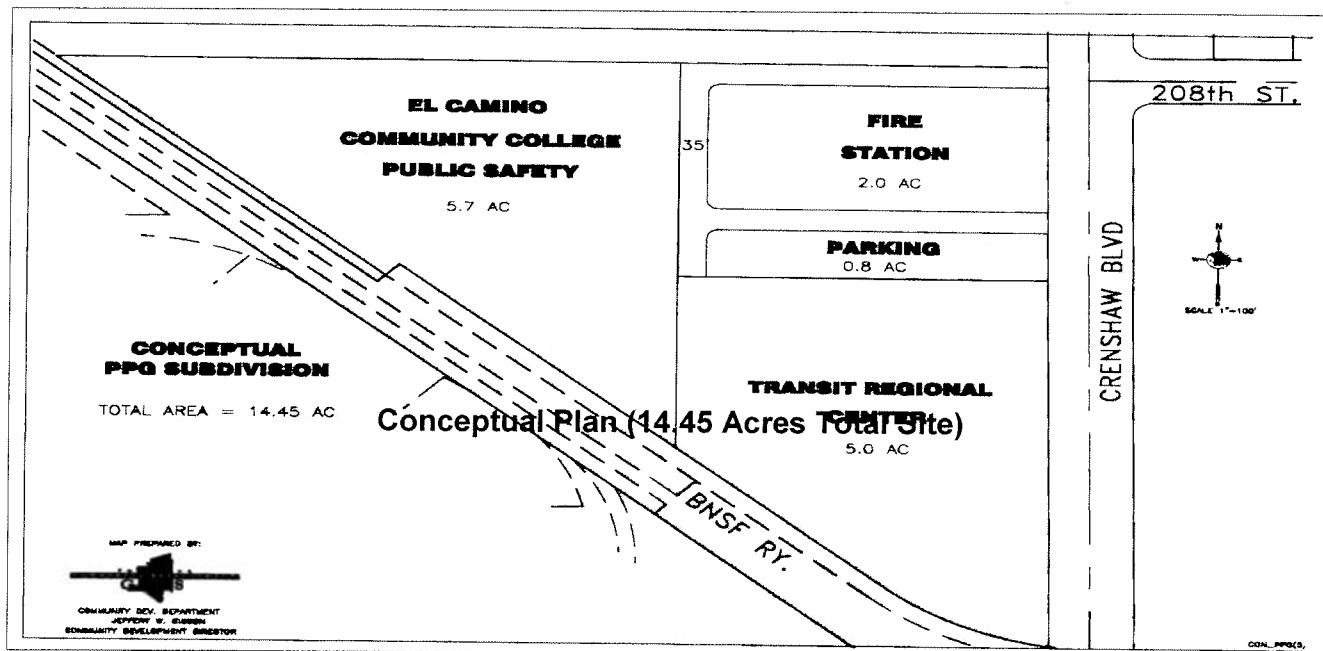
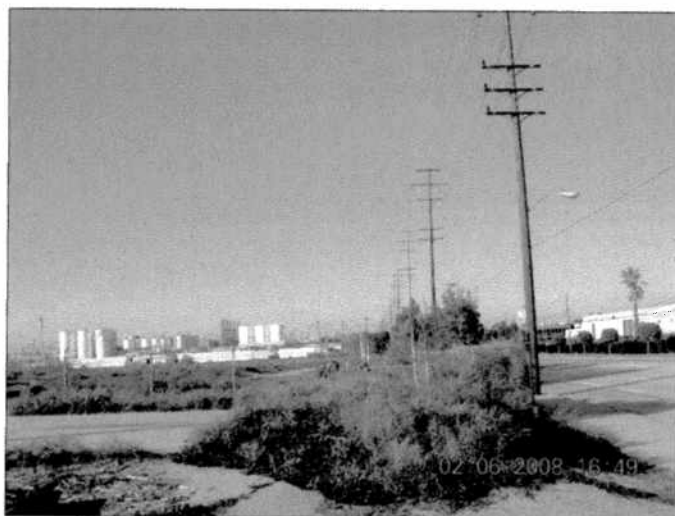
Route	Boardings	Alightings
Line 2 (NB)	10,230	12,710
Line 2 (SB)	2,170	9,610
Line 8 (NB)	17,014	48,508
Line 8 (SB)	10,498	35,838

Crenshaw Blvd. And Del Amo Blvd.

Route	Boardings	Alightings
Line 5 (NB)	1,285	1,028
Line 5 (SB)	2,570	3,598
MAX 3 (AM)	3,341	N/A - Rapid
MAX 3 (PM)	5,397	N/A - Rapid



Photographs of Potential Transit Center Site At Crenshaw and Del Amo (Current State)



TORRANCE
TRANSIT

PROPOSED SERVICE TO REGIONAL TRANSIT CENTER



Legend

- Regional Transit Center
- Transit Center Shuttle
- Line 5
- MAX 3
- Garden of Eatin' Line 2
- New Line 444
- New Line 211
- BCT 104
- New Circle Drive

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0053
(916) 319-2053
FAX (916) 319-2153
DISTRICT OFFICE
500 CENTER STREET
EL SEGUNDO, CA 90245
(310) 615-3515
FAX (310) 615-3520

assemblymember.lieu@assembly.ca.gov

Assembly California Legislature



TED W. LIEU
FIFTY-THIRD ASSEMBLY DISTRICT

COMMITTEE MEMBER
BANKING AND FINANCE, CHAIR
APPROPRIATIONS
VETERANS AFFAIRS
WATER, PARKS AND WILDLIFE
SELECT COMMITTEE
AEROSPACE, CHAIR

February 20, 2008

The Honorable Pam O'Connor
Chair, Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: TORRANCE TRANSIT CENTER

Dear Chair O'Connor:

As the elected representatives of the City of Torrance, we are jointly writing to respectfully request that the Los Angeles Metropolitan Transportation Authority add a proposed transit center located in Torrance to Metro's Regional Transportation Plan.

As you know, the City of Torrance is the 12th largest city in California and the sixth largest in Los Angeles County with a night time population of approximately 150,000 residents. During working hours, the city's population swells to more than 600,000, many of whom use the major arterials that flow from the 405 and 110 freeways. This surge of traffic leaves the city with some of the most congested streets anywhere in the county.

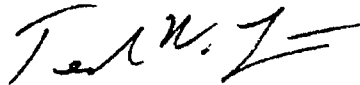
That said the city has no viable transit center or hub. The lack of a significant transit center has nothing to do with the city's lack of desire for such a facility, but rather is due to a lack of available land large enough to be utilized for such a purpose. However, a prime piece of real estate has recently become available that would not only serve the City's purposes, but would also serve regional transit needs and the long-term interests of Metro.

The parcel under consideration by the city is situated next to an existing rail line owned by Metro. The undeveloped property is owned by Pittsburg Paint & Glass (PPG) and they have expressed an interest in selling this parcel to the City of Torrance at a competitive price should Torrance be able to secure funding. The city will contribute its own funds to the project, but is unable to secure the full amount. The city is soliciting additional funds from the federal government and from Metro. On behalf of the valued members of my constituency, I respectfully urge you to give the City of Torrance the utmost consideration for this vital project and also ask for your assistance to have this

item placed in Metro's Regional Transportation Plan so it may be given consideration for funding.

Thank you for your attention to this request. Please do not hesitate to contact either of us, our offices, or the City of Torrance directly with any questions that you may have.

Sincerely,



TED W. LIEU
Assemblymember, 53rd District



JENNY OROPEZA
State Senator, 28th District

Cc: Roger Snoble, CEO, Metro
The Honorable Frank Scotto, Mayor, City of Torrance
LeRoy J. Jackson, City Manager, City of Torrance



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4444 / FAX (213) 626-6941

DON KNABE
CHAIRMAN PRO-TEM

February 22, 2008

The Honorable Pam O'Connor
Chairperson
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Dear Chair *Pam* O'Connor:

SUBJECT: TORRANCE TRANSIT CENTER

On behalf of the City of Torrance, an important City and constituency within my District, I respectfully request that the Los Angeles Metropolitan Transportation Authority (Metro) add a proposed transit center located in Torrance to Metro's Regional Transportation Plan.

As you know, the City of Torrance is the 12th largest City in California, and the fourth largest in Los Angeles County with a night time population of approximately 150,000 residents. That said, the City has no viable transit center or hub. The lack of a significant transit center has nothing to do with the City's lack of desire for such a facility, but rather is due to a lack of available land large enough to be utilized for such a purpose. However, a prime piece of real estate has recently become available that would not only serve the City's purposes, but would also serve regional transit needs and the long-term interests of Metro.

The parcel under consideration by the City is situated next to an existing rail line owned by the Metro. The undeveloped property is owned by Pittsburg Paint & Glass and they have expressed an interest in selling this parcel to the City at a competitive price should the City be able to secure funding. The City will contribute its own funds to the project, but is unable to secure the full amount. The City is soliciting additional funds from the federal government and from Metro. On behalf of the valued members of my constituency, I respectfully urge you to give the City of Torrance the utmost consideration for this project and also ask for your assistance to have this item placed in Metro's Regional Transportation Plan so it may be given consideration for funding.

COUNCIL BOXES

2/27/08

MY REQUEST OF

*cc: Kim Turner
Eleanor B. Jones*

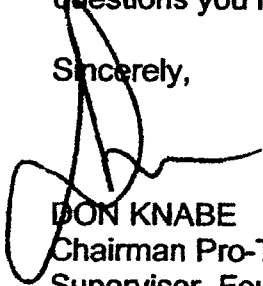
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OFFICE OF THE
MAYOR & COUNCIL

The Honorable Pam O'Connor
February 22, 2008
Page 2

Thank you for your attention to this request. Please contact me, or my South Bay Deputy Steve Napolitano, at (310) 222-3015, or the City of Torrance directly with any questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read 'DON KNABE', with a large, stylized loop at the beginning.

DON KNABE
Chairman Pro-Tem
Supervisor, Fourth District
County of Los Angeles

DK:ha

c: Roger Snoble, CEO, Metro
Mayor Frank Scotto, City of Torrance
LeRoy J. Jackson, City Manager, City of Torrance



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

5033 Rockvalley Road
Rancho Palos Verdes, CA 90275
(310) 377-8987
sbccog@southbaycities.org
www.southbaycities.org

January 28, 2008

COUNCIL BOXES 2/4/08
ATT. REQUEST OF FS

Mayor Frank Scotto and Members of the City Council
City of Torrance

Re: Support for Torrance Regional Transit Center Proposal

As you are aware, the South Bay Cities Council of Governments (SBCCOG) works to promote transit service in the South Bay. For this reason we are very supportive of the proposal that the City of Torrance is developing to establish a regional transit center adjacent to the Harbor Subdivision railway at approximately Crenshaw and Maricopa Avenue. This right-of-way is publicly owned by the Los Angeles County Metropolitan Transportation Authority (LA Metro) and is currently under study for future passenger services

Based on our conversation with your staff, it is very clear that Torrance needs a transit center immediately. We are supportive of this worthy project. By establishing as quickly as possible a regional transit center that provides public transit accessibility now and in the future will serve a possible rail line and the freeway system, the City of Torrance would significantly improve services and increase coordination. It also would make all transit services more attractive and convenient for South Bay patrons.

Although the South Bay is served with bus transit by the local municipal operators and Metro, our area has long been under-served in the regional rail system planning. We maintain our strong interest in using the Harbor Subdivision for future rail service but we understand that it will be a long time in coming. Therefore, the need for a transit center is even more acute.

The SBCCOG stands ready to support the city as this proposal goes forward. Please let us know if there are ways that we can assist to bring this center to fruition.

Sincerely,

Jacki Bacharach

Jacki Bacharach
SBCCOG Executive Director

cc: LeRoy Jackson, City Manager, Torrance
Pam O'Connor, Chair, LA Metro
Claudette Moody, L.A. Metro

2008 FEB - 4 PM 4:47
OFFICE OF THE
MAYOR & COUNCIL

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita Los Angeles Manhattan Beach
Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills Rolling Hills Estates Torrance

REPORT

DATE: April 11, 2008
TO: Transportation and Communications Committee
FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813
SUBJECT: Truck Climbing Lanes in Coachella Valley

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Recommend inclusion of the proposed truck climbing lanes, on I-10 near Chiraco Summit and Blythe areas in Coachella Valley, in the Strategic Plan of the 2008 RTP.


BACKGROUND:

As part of the comments on the Draft 2008 RTP, SCAG has received a request from the Coachella Valley Association of Governments (CVAG) to include plans for Truck Climbing Lanes, on I-10, near the Chiraco Summit and Blythe areas, be included in the Strategic Plan of the 2008 RTP. This is a new project that is not included in any of SCAG's planning or programming documents. SCAG Staff has reviewed the information provided by CVAG in support of this project. Based on the preliminary review of the information provided, staff supports proposed request to include this project in the Strategic Plan of the 2008 RTP.

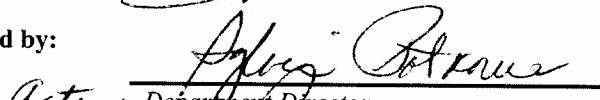
FISCAL IMPACT:

None.

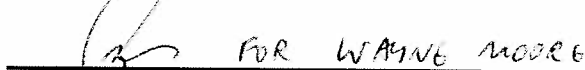
Reviewed by:


Division Manager

Reviewed by:


Acting; Department Director

Reviewed by:


FOR WAYNE MOORE
Chief Financial Officer

2008 Regional Transportation Plan Comments from CVAG

To: Southern California Association of Governments (SCAG)
From: Coachella Valley Association of Governments (CVAG)
Date: February 19, 2008
Subject: Comments to the SCAG 2008 RTP

As a SCAG subregion, CVAG has carefully reviewed the draft 2008 RTP released by SCAG for public comments. CVAG staff has attended the SCAG sponsored RTP workshops and participated in the many RTP presentations and reviews over the past few months. CVAG realizes the importance of this document, to provide a framework for the future development of our regional transportation system.

The collective projects identified in the RTP document are a collaborative and comprehensive plan, addressing the transportation needs of the region for the next 20 years. After careful review of all segments of the draft RTP Plan, CVAG has some serious comments to discuss, and requests for inclusion in the Plan.

The CVAG subregion is a fast growing area of Southern California, with major development of affordable residential housing, expanding employment centers, and continually expanding tourist destination resorts. CVAG would like to see more emphasis on the importance of the CVAG jurisdictions as an expanding population center for the region, included in the Plan.

With the many approved CVAG and Coachella Valley RTIP, RTP and Arterial Projects submitted by the Riverside County Transportation Commission (RCTC) for the growing CVAG areas, we have identified an RTIP project that has been left out. In the city of Indian Wells, west city limits to Cook Street, widen from four to six lanes, by 2012, with a cost of \$1,082,000. Please add this project to the corrected RTP Plan.

CVAG, working with SCAG Compass staff, held many workshops and presentations for the planning staffs, electeds, and city managers from CVAG jurisdictions. Careful consideration was given to reviewing growth data and developing a technically accurate and acceptable baseline forecast for the CVAG subregion. CVAG is very concerned with SCAG discussions of intent to adjust and manipulate the approved baseline forecast, to a “policy” forecast. With the “policy” forecast, thousands of Riverside County’s expected population growth would be shown as population numbers, residing in the coastal communities of Southern California. As we are all aware, affordable residential housing is readily available in the CVAG subregion, and in other areas of Riverside County, but the housing costs in the coastal communities is prohibitive, and affordable for only the very wealthy. The “policy” forecast plan concerns CVAG greatly, along with the consequences of transportation funds inappropriately transferred to coastal areas, taking away from Riverside County, where the actual growth is taking place.

Correct and accurate airport information needs to be added to the RTP. Specifically, the CVAG subregion has the Palm Springs International Airport, located in the city of Palm Springs, along with the General Aviation Airports located in the eastern areas of Riverside County, east of the Coachella Valley. Airports are located in Thermal, Blythe, Chiraco Summit, and Desert Center.

To the Riverside County Strategic Plan Projects, CVAG is requesting the addition of two projects that we have been assured by SCAG, would be included in the 2008 RTP. The Palm Springs International Airport must be added to the High Speed Rail connections of the other Southern California major airports. With a population that will reach one million in the next twenty years, and as a major tourist destination, the Palm Springs International Airport must be included in the High Speed Rail plans.

CVAG is requesting plans for Truck Climbing Lanes, on I-10, near the Chiraco Summit and Blythe areas, be included in the 2008 RTP. We are all aware of the volume of trucks involved with goods movement in these areas, and the serious accidents caused by trucks slowing automobile traffic in this segment of I-10, east of the Coachella Valley, in eastern Riverside County.

Please add these additions and corrections to the 2008 RTP, to help make this a complete and accurate document.

REPORT

DATE: April 11, 2008

TO: Transportation and Communications Committee

FROM: Naresh Amatya, Acting Manager, Transportation Planning
amatya@scag.ca.gov, (213) 236-1813

SUBJECT: 2008 Regional Transportation Plan

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Recommend that the Regional Council adopt the 2008 Regional Transportation Plan (RTP) with the proposed revisions per Action Item 5.1 and approve consistency amendment to the 2006 Regional Transportation Improvement Program (RTIP) to align it with adopted RTP.

BACKGROUND:

The Draft 2008 RTP was released by TCC for public review and comments on December 6, 2007. The public comment period was officially closed on February 19, 2008. SCAG received approximately 150 individual letters and comments, which can be further broken down to over four hundred distinct comments on all aspects of the RTP. Majority of the comments focused on Growth Forecast/Land Use, Goods Movement, Highway and Arterials, High Speed Rail Transport, Transit, Aviation and Transportation Finance. Over eighty percent of the project specific comments focused on six major projects, namely, Orangeline, High Speed Rail Transport System, Freight Rail Strategy, Dedicated Clean Technology Truck Corridors, I-710 Corridor and CETAP Corridors. Most of these comments were either supportive or opposed to a specific project.

Revisions to projects

In releasing the Draft 2008 RTP for public review and comments, TCC approved including four major projects, namely, Orangeline Maglev High Speed Rail, CETAP Corridors, High Desert Corridor and I-710 Tunnel in the financially constrained plan, contingent upon adequate documentation that these projects meet the fiscal constraint requirements prior to the final adoption of the RTP. The proposed actions under Action Item No. 5.1 of this agenda have been brought forth to the TCC today consistent with this direction provided by TCC. Staff has carefully evaluated each of the actions proposed under Item 5.1. Based on staff analysis, while these actions would require minor technical adjustments to the Finance Plan of the 2008 RTP, they do not jeopardize the integrity of the plan itself, including fiscal constraint as well as transportation conformity findings.

Revisions to Growth Forecast/Land use Assumptions

In addition to the proposed revisions to the Draft 2008 RTP pursuant to actions taken under Item 5.1, underlying growth assumptions for the plan have been revised. As mentioned earlier, significant comments were received on the proposed growth forecast/land use element presented in the Draft 2008 RTP. Several

REPORT

subregional partners and cities commented in support of incorporation of the Draft Baseline Growth Forecast in the Final 2008 RTP, citing a higher level of consistency between the Baseline Growth Forecast and local general plans. As a result, at its March 6, 2008, meeting, the Community, Economic & Human Development Committee (CEHD) voted to approve the Baseline Growth Forecast for the 2008 RTP with a statement of advisory land use policies and strategies. The 2008 RTP that will be recommended for adoption by the Regional Council on May 8, 2008, will incorporate the Baseline Growth Forecast. Therefore, technical analyses used in finalizing the 2008 RTP are based on the Baseline Growth Forecast.

Re-circulation of Transportation Conformity Report

After the release of the Draft Conformity Report, SCAG was informed that the U.S. Environmental Protection Agency's (EPA) review of the South Coast ozone and PM2.5 emission budgets submitted by the California Air Resources Board (ARB) raised concerns such that the ARB was required to revise and resubmit the emission budgets to EPA. This requirement dictated that SCAG make appropriate revisions to the conformity analysis to reflect the new emission budgets and release the Draft Conformity Report for an additional 30-day public review period ending April 28, 2008. Both the original and revised draft conformity reports demonstrate a positive conformity finding for the 2008 RTP.

Consistency Amendment to the 2006 RTIP


The Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule §450.324(g) stipulates that "each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan". Upon SCAG's Regional Council adoption of the 2008 RTP, the 2006 Regional Transportation Improvement Program must comply with these regulations. The changes between the 2006 RTIP and the 2008 RTP were released for public review along with the Draft 2008 RTP and the updated 2008 RTP conformity report. The majority of the changes are modeling network changes (due to changes in project completion dates) and there are a few changes that are due to project description changes. The FHWA will take simultaneous action on the conformity determination of the 2006 RTIP along with the 2008 RTP.

The proposed Recommended Action, as described above, is based upon the information presented in this staff report and the actions taken under Item 5.1.

FISCAL IMPACT:

None.

Reviewed by:




Division Manager

Reviewed by:



Acting Department Director

Reviewed by:

 FOR WAYNE MOORE

Chief Financial Officer